उत्तर प्रदेश शासन

लोक निर्माण अनुभाग-12

संख्या-08/2023/33/23-12-2023-1365/17टीसी

दिनांकः 16 फरवरी, 2023

शुद्धि- पत्र

अवगत कराना है कि ईंधन स्टेशनों की स्थापना हेतु उत्तर प्रदेश में स्थित लोक निर्माण विभाग के अधीन मार्गों पर अनापत्ति प्रमाण पत्र निर्गत किये जाने हेतु नीति/गाइडलाइन्स के संबंध में शासनादेश सं0-53/2022/1873/23-12-2022-1365/17टीसी, दिनांक 06.12.2022 अपलोड किया गया है। उक्त शासनादेश के साथ 05 (पांच) फीगर मानचित्र असंलग्न हैं।

2- अतः उक्त शासनादेश में असंलग्न 05 (पांच) फीगर/मानचित्रों को संलग्न कर पुनः अपलोड किया जा रहा है।

3. उक्त शासनादेश सं0-53/2022/1873/23-12-2022-1365/17टीसी, दिनांक 06.12.2022 को उक्त सीमा तक संशोधित समझा जाय।

संलग्नक-यथोक्त

भवदीय,

प्रभुनाथ
विशेष सचिव

सं0-08 /2023/33 (1)/23-12-2023 तददिनांक।

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषितः-

(1) निजी सचिव, मुख्य सचिव, उ0प्र0 शासन।

(2) निजी सचिव, अपर मुख्य सचिव/प्रमुख सचिव, लोक निर्माण विभाग, वित्त विभाग, न्याय विभाग, नियोजन विभाग, खाद्य एवं रसद विभाग, पर्यावरण, वन एवं जलवायु परिवर्तन विभाग, आवास एवं शहरी नियोजन विभाग, गृह विभाग, सिंचाई एवं जल संसाधन विभाग तथा परिवहन विभाग उत्तर प्रदेश शासन।

(3) निजी सचिव, विशेष सचिव, मुख्यमंत्री, उत्तर प्रदेश।

(4) समस्त मण्डलायुक्त/जिलाधिकारी, उत्तर प्रदेश।

(5) प्रमुख अभियन्ता (ग्रामीण सड़क), लोक निर्माण विभाग, उ0प्र0 लखनऊ।

(6) मुख्य अभियन्ता (मु0-1) /(रा0मा0)/(परिकल्प/नियोजन), लो0नि0वि0, उ0प्र0 लखनऊ।

(7) समस्त मुख्य अभियन्ता, लोक निर्माण विभाग, उ0प्र0 लखनऊ।

(8) मुख्य प्रबन्धक, नेटवर्क प्लानिंग, भारत पेट्रोलियम कार्पोरेशन लिमिटेड/इण्डियल ऑयल कार्पोरेशन लिमिटेड/हिन्दुस्तान पेट्रोलियम कार्पोरेशन लिमिटेड, उत्तर प्रेदश।

(9) गार्ड फाइल।

आज्ञा से,

(शरद सक्सेना)
अनु सचिव।

1- यह शासनादेश इलेक्ट्रानिकली जारी किया गया है, अतः इस पर हस्ताक्षर की आवश्यकता नही है ।

2- इस शासनादेश की प्रमाणिकता वेब साइट http://shasanadesh.up.gov.in से सत्यापित की जा सकती है ।

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महत्वपूर्ण

संख्या-53/2022/1873/23-12-2022-1365/17टीसी

प्रेषक,

अजय चौहान,

सचिव,

उत्तर प्रदेश शासन।

सेवा में,

प्रमुख अभियन्ता (विकास) एवं विभागाध्यक्ष,

लोक निर्माण विभाग, उ0प्र0, लखनऊ।

लोक निर्माण अनुभाग-12 **लखनऊ: दिनांक 06 दिसम्बर, 2022**

विषयः-ईंधन स्टेशनों की स्थापना हेतु उत्तर प्रदेश में स्थित लोक निर्माण विभाग के अधीन मार्गों पर अनापत्ति प्रमाण पत्र निर्गत किये जाने हेतु नीति/गाइडलाइन्स के संबंध में।

महोदय,

उपर्युक्त विषयक आपके पत्र सं0-9500एमटी/सामान्य वर्ग/40एमटी-19/2019, दिनांक 08.08.2022 तथा पत्रांक- 14006एमटी/सा0वर्ग60 एमटी/1999, दिनांक 02.12.2022 के संदर्भ में मुझे यह कहने का निदेश हुआ है कि उत्तर प्रदेश में स्थित लोक निर्माण विभाग के अधीन मार्गों पर ईंधन स्टेशनों की स्थापना हेतु अनापत्ति प्रमाण पत्र निर्गत किये जाने के लिए सम्यक् विचारोपरान्त संलग्न नीति/मार्गदर्शक सिद्धान्त (Guidelines) पर अनुमोदन प्रदान किये जाने का निर्णय लिया गया है।

2. कृपया उक्त निर्णय के अनुपालन में संलग्न नीति/मार्गदर्शक सिद्धान्त (Guidelines) के अनुसार उत्तर प्रदेश में स्थित लोक निर्माण विभाग के अधीन मार्गों पर ईंधन स्टेशनों की स्थापना हेतु अनापत्ति प्रमाण पत्र निर्गत किये जाने हेतु अग्रेतर कार्यवाही सुनिश्चित कराने का कष्ट करें।

संलग्नक-यथोक्त

भवदीय,

(अजय चौहान)

सचिव।

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1- यह शासनादेश इलेक्ट्रानिकली जारी किया गया है, अतः इस पर हस्ताक्षर की आवश्यकता नही है ।

2- इस शासनादेश की प्रमाणिकता वेब साइट http://shasanadesh.up.gov.in से सत्यापित की जा सकती है ।

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सं0-53/2022/1873(1)/23-12-2022 तद्दिनांक।

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित-

(1) निजी सचिव, मुख्य सचिव, उ0प्र0 शासन।

(2) निजी सचिव, अपर मुख्य सचिव/प्रमुख सचिव, लोक निर्माण विभाग, वित्त विभाग, न्याय विभाग, नियोजन विभाग, खाद्य एवं रसद विभाग, पर्यावरण, वन एवं जलवायु परिवर्तन विभाग, आवास एवं शहरी नियोजन विभाग, गृह विभाग, सिंचाई एवं जल संसाधन विभाग तथा परिवहन विभाग उत्तर प्रदेश शासन।

(3) निजी सचिव, विशेष सचिव, मुख्यमंत्री, उत्तर प्रदेश।

(4) समस्त मण्डलायुक्त/जिलाधिकारी, उत्तर प्रदेश।

(5) प्रमुख अभियन्ता (ग्रामीण सड़क), लोक निर्माण विभाग, उ0प्र0 लखनऊ।

(6) मुख्य अभियन्ता(मु0-1)/(रा0मा0)/(परिकल्प/नियोजन),लोक निर्माण विभाग,उ0प्र0 लखनऊ।

(7) समस्त मुख्य अभियन्ता, लोक निर्माण विभाग, उ0प्र0 लखनऊ।

(8) मुख्य प्रबन्धक, नेटवर्क प्लानिंग, भारत पेट्रोलियम कार्पोरेशन लिमिटेड/इण्डियल ऑयल कार्पोरेशन लिमिटेड/हिन्दुस्तान पेट्रोलियम कार्पोरेशन लिमिटेड, उत्तर प्रेदश।

(9) गार्ड फाइल।

आज्ञा से,

(पवन कुमार)
विशेष सचिव।

http://shasanadesh.up.gov.in

1- यह शासनादेश इलेक्ट्रानिकली जारी किया गया है, अत: इस पर हस्ताक्षर की आवश्यकता नही है ।
2- इस शासनादेश की प्रमाणिकता वेब साइट http://shasanadesh.up.gov.in से सत्यापित की जा सकती है ।

The Government of Uttar Pradesh formulates the revised Guidelines for issuing the NOC for the locations, layout and access to fuel stations along roads under Uttar Pradesh Public Works Departments called "The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2022" exercising the power under section-17 read with section-5 of "Uttar Pradesh Road Side Land Control Act-1945".

"The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2022"

1. Short title and commencement:
   - (i) These Guidelines may be called "*The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2022*".
   - (ii) These Guidelines shall come into force at once.
   - (iii) These Guidelines shall be applicable to all new fuel stations along roads of various categories i.e. State Highways (SH)/ Major District Roads (MDR)/Other District Roads (ODR)/Village Roads(VR) referred to as "State Roads" in these Guidelines and mean the roads declared as notified roads under section 3(i) of the Act or mentioned in Directory of Roads (Register of D to I) of Uttar Pradesh Public Works Department.
   - (iv) These Guidelines shall also be applicable on fuel stations, which were abandoned and being relocated or reinstalled with or without change of ownership.

2. In these Guidelines:-
   - (a) "Act" means the *"Uttar Pradesh Road Side Land Control Act-1945"*
   - (b) "Government "means the *Government of Uttar Pradesh.*
   - (c) "Fuel Stations" means *Petrol /Diesel/ CNG/ Bio-Diesel / Bio gas/ Electrical Vehicle(EV) charging station, retail outlets and service stations with or without Rest Area Amenities etc.*
   - (d) "Intersection" means *location where two or more roads are merging, meeting, converging or crossing. In this regards, T junction, Y junction or any other type of junctions, median openings shall be treated as intersection.*
   - (e) "NOC" means "*No objection certificate recommended by UPPWD to District Magistrate for setting up Fuel Station along State Roads in conformity with the Act and these Guidelines.*
   - (f) "Authority" means the "*Zonal Chief Engineer of UPPWD or as prescribed*".
   - (g) "Proposing Authority" means "*Executive Engineer of concerned division of UPPWD or as prescribed*"
   - *(h)* "License " means the *"access permission of Fuel Station from State Road in conformity with these Guidelines".*
   - *(i)* "License Deed/Land Use deed" means "*the Agreement signed between Authority and Owner of Fuel Station/Oil Company, for the access permission to state road and functioning of Fuel station in conformity with these Guidelines".*

3.1 The persons or entities requiring and applying for access to a State Road, shall submit the self-certified proposal duly countersigned by concerned authorized signatory of oil company for obtaining access permission, to the Proposing Authority and shall be responsible for preparation of drawings/ layouts of the proposed locations/ nearby details and other Features of the establishment i.e. Fuel Stations/ Rest Area Complexes and such other facilities in conformity with the norms prescribed under these Guidelines. The Oil/ Gas Companies/ Applicants may, if so required by them, engage any consultant/ architect for preparation of layout drawings. The authorized representative of the Oil/ Gas company/ applicant shall remain responsible at all times for correctness of the documents submitted with the proposal and execution of the work as per the approved drawings, including its photos and video recordings before & after completion of the construction work. In case the execution of the access is not carried out as per the prescribed norms, the fuel station shall be recommended to be de-energized and access of fuel station shall also be disconnected.

3.2 On breach of any of the conditions imposed by the State Government, the Authority may terminate the license, as the case may be. However, before any such action is taken, a notice shall be issued to the concerned person describing the specific violation/ non-compliance of such condition, giving him an opportunity to rectify the same within a reasonable time, not exceeding 60 days from the date of issue of such notice. In cases where the rectification entails a longer time, permission for the period exceeding 60 days may be granted by the next

higher authority i.e. Engineer in Chief UPPWD. However, the access shall remain suspended during the period exceeding 60 days. In cases where the person/ entity concerned does not respond to the notice issued by or on behalf of the Authority, the access permission may be withdrawn on completion of 60 days without any further notice and the access disconnection by whatever means deemed appropriate by the Authority. Further the District Magistrate shall also be requested to withdraw the permission granted for operation of such retail outlets. Re-grant of access permission in such cases shall entail payment of the applicable License fee and the processing fee.

3.3 After payment of the fee prescribed for processing the application and the fee for Provisional permission, the application will be processed, subject to submission of complete set of documents to the Proposing Authority. List of documents to be submitted for getting approval for installation of new Fuel Station/ Way-side Amenity/ Establishment along State Roads is at Annex-I to Appendix-I. On receipt of application, the proposing authority shall examine/check the application/proposal thoroughly and if at first hand any further documents/clarification is required the same shall be sought from the applicant within 30 days time after receiving the application.

3.4 The officer concerned of the proposing Authority, shall examine the documents either inspect the site himself or cause the same to be inspected by any of his subordinate officers, assess the suitability of the proposal, take the photographs, prepare the recommendations and forward the same to the concerned Superintending Engineer within a maximum period of 25 days. Superintending Engineer shall forward the application to the Authority within 10 days of receipt of proposal / recommendation of the application. The Authority shall issue provisional permission or reject the application within 10 days after the receipt of comments of the Field Officers. The entire process shall be completed, excluding timeline for submission of clarification in response to the Authority's comments, within 45 days in any case. This provisional permission for access should not be used for any other purpose including for changing the land use pattern. The Fuel Station shall not be energized during this intervening period of provisional permission and the grant of regular access permission.

3.5 The Oil/ Gas Company/ Owner of the property may construct or develop the Fuel Station along with its access as per approved drawings at their own cost within 12 months from the date of issue of **"Provisional permission"** for access. After construction/ development of the Fuel Station as per approved drawings, the applicant may apply for issue of the **"Final permission"** for access. The Authority may within 7 days of receipt of the application, seek the comments of Proposing Authority about the completion/ construction of the retail outlet as per approved drawings and the Field Officers shall forward their comments to Authority within 30 days from the date of receipt of such communication. The final approval shall be granted by the Authority within 15 days of the receipt of comments from the Proposing Authority confirming the satisfactory completion of construction of the retail outlet as per approved drawings and License Deed may be signed by the authorized signatory of Authority.

3.6 The Authority or Authority representative reserves the right to carry out inspection at all times for checking any deviations from the prescribed/approved norms after signing of the License Deed. Any deficiency/ deviation observed during inspection of the State Road or otherwise by the Authority or any concerned subordinate officer and duly intimated to the owner/oil company, shall be rectified by owner/oil company within a period of 60 days. In case of failure to rectify the identified deficiencies within the prescribed time, Authority may recommend de-energization of the fuel station by the concerned Oil Company and access of such fuel station to the State Road shall be cut-off, The access would be restored only upon complete rectification at the cost of the defaulting party and on the authorization by the Authority. In such cases, appropriate action shall also be taken against the Proposing Authority who certified the completion of access as per approved drawings.

3.7 The Authority will maintain a register of Fuel Stations, Rest Area Complexes and such other facilities, for which access permissions have been granted. This may also be regularly updated on the website by the Authority concerned.

3.8 In the case of existing fuel stations/ private properties, for which approval was earlier obtained from the District administration/ State Government and the retail outlet was constructed on the road before its declaration or notification as State Road, renewal of the access permission shall be obtained from the Authority by depositing the processing fee only, subject to the condition that to ensure road safety for the users, applicant will construct acceleration lane and deceleration lane (only in rural area) for getting access to the proposed outlet depending on the availability of ROW.

3.9 In case there is a proposal under consideration/ implementation for the capacity augmentation i.e. widening of a State Road, the applicant shall be required to submit a fresh proposal meeting the requirements keeping in view the proposed improvement.

3.10 The Authority to grant NOC/access permission to oil Company/ Applicant shall be Zonal Chief Engineer of UPPWD or as prescribed.

3.11 No relaxations or deviations in these Guidelines shall be permissible.

3.12 **License Fees, Processing Fee and Penalties**

The details of the license fee/ processing feel penalty for unauthorized access or abuse of the permission granted for different types/ categories of access permissions shall be as under:

Sr. No.	Subject	Amount	Remarks/Conditions
A	**Way- side Amenities, Fuel station/Retail Outlets. Petrol/Diesel/Gas/Charging Stations for EVs/Biofuel Pumps etc.**		
i.	Non-refundable Processing Fee per Application (to be deposited along with the Application)	Rs. 10,000/-	To be paid through a Demand Draft in favor of the concerned Executive Engineer of UPPWD. This fee amount shall be deposited into State Government revenue head *1054–सड़क तथा सेतु–800–अन्य प्राप्तियां–08–अन्य प्राप्तियां*
ii.	Grant of provisional approval/ permission subject to the application being found in order/ conforming to the prescribed specifications. (non refundable)	Rs. 20,000/-	To be paid through a Demand Draft in favor of the concerned Executive Engineer of UPPWD. This fee amount shall be deposited into State Government revenue head *1054–सड़क तथा सेतु–800–अन्य प्राप्तियां–08–अन्य प्राप्तियां* The provisional approval shall be valid for a period of one year, which may further be extendable by one more year. However, the owner/ promoter of such facility/fuel station shall not put it to commercial operations and release traffic on the State Road until the provisional approval is converted into final access permission.
iii.	Bank Guarantee/NSC towards successful completion of access as per the prescribed norms/specification before final approval is obtained.	Rs. 2,50,000/-	BG / NSC shall be pledged in favor of Authority , Valid for a period of three years. The BG shall be released by the Authority within 30 days of the grant of **Final access permission**. In case the access construction is not completed even within the extended period, the Authority shall encash the Bank Guarantee and the amount shall be deposited into State Govt revenue head.
iv.	One-time License fee for Access permission for a Fuel Station with or without Rest areas	Rs.3,00,000/-* (For SH and MDR) Rs2,00,000/-* (For ODR & VR) *5% increment on above, each year applicable on 1st April. *(see note below)	To be paid through a Demand Draft in favor of the concerned Executive Engineer of UPPWD. This fee amount shall be deposited into State Government revenue head *1054–सड़क तथा सेतु–800–अन्य प्राप्तियां–08–अन्य प्राप्तियां* In the form of a Access permission would be renewable after 15years on payment of processing fee only.

v.	Penalty for operating energized fuel Station / commercial operations of a Way-side amenity, which fulfills the prescribed norms, without obtaining prior permission for grant of access from the UPPWD.	Rs. 2,50,000/- *5% increment on above, each year applicable on 1st April.	The access permission shall be granted only upon payment of the License Fee, Processing Fee and the Penalty Amount.
vi.	In case the Fuel Station/ Way-side amenity is existing on a road developed earlier but which has been newly notified as a State Road or ownership of UPPWD and approval for access to such road was earlier obtained from the competent Authority of previous agency.	Rs.10,000/- Processing Fee	i- Requisite permission documents shall be submitted and only the processing fee of Rs. 10,000/- shall be charged subject to the condition that it fulfills the prescribed access conditions; ii- However, if the existing access facility is found deficient, the owner will have to modify/ make the access facility conform to the prescribed Standards within 12 months subject to availability or land.
vii.	In case the Fuel Station/ Way-side amenity is existing on a road developed earlier but which has been newly notified as a State Road or ownership of UPPWD without any access permission from the competent Authority of the previous agency.	Rs. 10,000/- processing fee &Rs 20,000/- for provisional approval & License fee as prescribed + penalty as prescribed	The owner of the facility shall have to apply for access permission as if it is a fresh case and conform to the access standards as prescribed. Further, the owner shall have to take the requisite action (i.e. apply for access permission) within a period of one year of the Notification of such road as a State road, failing which the access shall be disconnected.
viii.	Renewal of Access Permission for a Fuel station/ Way-side Amenity	Rs. 10,000/-	Only the Processing fees will be paid. However, any violations made during the intervening period since grant of access earlier granted will have to be necessarily rectified.
Notes:	*The License fee for all categories of roads and penalties as mentioned above shall be incremented @5% on every subsequent financial year on 1st April. #Construction of a Service Road, wherever required to be developed by the applicant within the ROW of a State Road , can be either done as a Deposit work through the Project Development Authority or by the applicant agency in accordance with the design and standards prescribed by the UPPWD in this behalf. No Departmental charges will be levied by UPPWD for the purpose however the supervision charge as applicable shall be levied.		

3.13 The owner/management of fuel stations/ other properties is not bound to get the acceleration/ deceleration lanes, including other ancillary appurtenances, constructed through the UPPWD or the contractor, concessionaire for the project in the particular stretch of State Road. It shall be the prerogative of the owner/ management of fuel stations/ other properties to construct the acceleration) deceleration lanes, including other ancillary appurtenances, either through the UPPWD, concerned concessionaire/ contractor in the project section at the cost of the owner/management of fuel stations/ other properties or by himself/ by themselves through any other agency, subject to the same conforming to the standards prescribed by the UPPWD.

3.14 The access roads including acceleration/ deceleration lanes shall be constructed within available ROW of the State Road. However, in case of non-availability of adequate ROW for construction of these facilities, owner/management of fuel stations/ other properties shall acquire the required additional land at their cost for construction of such facilities. Similarly, access for/ egress to the facility (primarily for cluster, etc.) may be provided from the Service road which has been developed already; however, service road of required length shall have to be constructed by the Owner at their own cost. However additional land required for construction of service road beyond available Row of road in such cases shall be done by the owner/Management of fuel stations/other properties at their cost.

Norms for Location,Layout and Access to Fuel Stations along State Roads:

1. **The term** "Fuel Stations" means *Petrol /Diesel/ CNG/ Bio-Diesel / Bio gas/ Electrical Vehicle(EV) charging station, retail outlets and service stations with or without Rest Area Amenities etc.*

2. These Guidelines are applicable to all Fuel Stations with or without other Licensee facilities of rest areas, along un-divided carriageway and divided carriageway sections of State Roads in plain, rolling and hilly terrain and passing through urban stretches. For this purpose hilly or mountainous terrain would be, when the cross slope of the country is more than 25%. The urban stretches would be, passes through a town of population of 20,000 and more (Census 2011 will apply).

3. **Norms on existing Service Road/Slip Road**

3.1 Irrespective of the terrain, no norms shall be applicable if the retail outlet is proposed on existing service roads/slip road. However permission for retail outlet proposed on the existing service roads /slip roads needs to be obtained from Authority to regulate other requirements such as drainage facilities, plot size, drinking water, toilet facilities, signs, markings etc. No access permission shall be granted for the establishment of a retail outlet on the entry/exit ramp of service/slip road.

3.2 **Location Norms on Rural stretches of State Roads**

S. No	Items	Norms applicable
1	Acceleration and Deceleration lanes	Need to construct 100m acceleration lane and 70m deceleration lane
2	Distance of any Intersection with any category of road and median gap	
	Plain and rolling terrain	For proposed Fuel station on SH - 300m For proposed Fuel station on MDR - 250m For proposed Fuel station on ODR&VR- 200m
	Hilly and mountainous terrain	100m
3	Any Barrier including toll plaza/ Railway Level crossing	For proposed Fuel station on SH - 700m For proposed Fuel station on MDR - 600m For proposed Fuel station on ODR&VR- 500m
4	Distance from the start of approach road of Road over Bridge (ROB)	200m
5	Start of Grade Separator/Fly over	300m
6	Distance between two Fuel Stations	Undivided carriageway- 300m* Divided carriageway- 1000m* **including deceleration and acceleration lanes.* *However this restriction shall not apply in case access/egress for all such fuel stations are provided through common service road of minimum 7.00m width and not directly to State roads.* *Further access for fuel stations at closer proximity than above distance may be allowed provided entry/exit for both the fuel stations are provided through service road of minimum 7.00m width having sufficient length. Further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access*

3 **LOCATION NORMS ON URBAN*/MOUNTANIOUS ROAD STRETCH:**

(Urban area- Town/city with population more than 20000 as per 2011 census)*

S. No	Items	Norms applicable
1	Acceleration and Deceleration lanes	May be dispensed with for the fuel station located along urban roads and roads in hilly and mountainous terrain.
2	Distance of any Intersection with any category of road and median gap	100m
3	Any Barrier including toll plaza and Railway Level crossing	500m
4	Distance from the start of approach road over Bridge (ROW)	200m
5	Start of Approach Road of Grade Separator/Flyover	300m
6	Distance between two Fuel Stations	300m*- For both divided and undivided carriageway (including acceleration and deceleration lanes) **including deceleration and acceleration lanes.* *However this restriction shall not apply in case access/egress for all such fuel stations are provided through common service road of minimum 7.00m width and not directly to State roads.* *Further access for fuel stations at closer proximity than above distance may be allowed provided entry/exit for both the fuel stations are provided through service road of minimum 7.00m width having sufficient length. Further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/company seeking grant of permission for access.*

Notes: Applicable for Rural/Urban/Hilly/Mountainous Stretch

Notes	a. *All the distances are to be measured from the boundary of the Fuel station.* b. *In case of distance from any intersection with any category of road means Paved carriageway (Bituminous/Concrete/Interlocking concrete block) of minimum 3.00 m width and having length of 300m and above irrespective of category of road.* c. *The minimum distance as mentioned above between two fuel stations on both sides of the State Roads is applicable for undivided carriageway. In case of divided carriageway, with no gap in medians, the distance restriction is for same side and is not applicable on the opposite side of the fuel station. However access for fuel stations at closer proximity than above distance may be allowed provided entry/exit for both the fuel stations are provided through service road of sufficient length. Further, additional length of such service road shall be constructed at the cost of the latter fuel station owner/ company seeking grant of permission for access.* d. *Distance between the fuel station and the structural barrier i.e. toll plaza & Railway Level Crossing, etc shall not apply if such barriers are located on service road only and are separated from the main carriageway.* e. *The gap in central median shall be treated as intersection.*

4. General Conditions of Siting

i. Rest areas should have various amenities for users e.g. places for parking, toilets, restaurants, rest rooms, kiosks for selling sundry items, bathing facilities, repair facilities, crèche etc. These aspects should be incorporated while planning for improvement and up-gradation of roads and/or planning for new fuel stations along the State Roads. The rest area complex can be planned subject to their commercial viability.

ii. It should be ensured that the location of the proposed fuel station does not interfere with future improvements of the State Roads and the nearby intersections/junctions.

iii. The fuel stations would be located where the State Roads alignment and profile are favorable i.e. where the grounds are practically level, there are no sharp curves not less than those specified for minimum

design speed or steep grades (more than 5%) and where sight distances would be adequate for safe traffic operations. The location would not interfere with placement and proper functioning of State Roads signs, signals, lighting or other devices that affect traffic operation.

iv. If two or more fuel stations are to be sited in close proximity for some reasons these would be grouped together to have a common access through a service road of 7.0m width and connected to the State Roads through acceleration, deceleration lanes. Any objection from the existing fuel station owner against granting of access permission for the proposed new fuel station are to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only. Wherever longer service road exists which may itself act as deceleration / acceleration lane, no separate deceleration / acceleration lane is required. New entrant would be responsible for construction and maintenance of the common service road, deceleration & acceleration lanes, drainage and traffic control devices. Wherever, available ROW is inadequate to accommodate such service roads, deceleration / acceleration lanes, etc. the additional land by the side of ROW to accommodate such service roads shall also be acquired by the new entrant Oil Company

5. Plot Size for Fuel Station

5.1 The minimum size and shape of the plot for the fuel station should be laid down by the company/establishment concerned for which they would need to consider suitable accommodation of all the facilities e.g. fuel pumps, offices, stores, compressor room, air pump and kiosks without causing any hindrance to the movement of vehicles of expected maximum dimensions, within fuel stations and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill on to the access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or exiting the fuel station.

5.2 From above considerations, the Oil Company shall fix the minimum size of the plot for fuel stations along State Roads as per existing Fire Department and other Regulatory Bodies Acts and Rules.

5.3 For fuel station being part of the rest area complex, the area required for other facilities such as parking, restaurant, rest rooms, toilets, kiosks for selling sundry items, bathing facilities, repair facilities, shops etc. would be extra but there would be a single access/egress.

6. Access for New Fuel Stations along Divided/ Undivided Carriageway Sections

The access to the fuel stations along divided/ undivided carriageway sections of State Roads shall be through deceleration and acceleration lanes. The deceleration and acceleration lanes may be dispensed with for the fuel stations located along urban roads and roads in hilly and mountainous terrain. The access to the fuel stations located on State Roads with service road shall be only through that service road.

The deceleration lane would take off from the edge of the pave shoulder taken up to the edge of the Right of Way (ROW) of State Roads, beyond which, the boundary of fuel station shall start. Its minimum length would be 70 m measured along the travelled direction of State Roads. Its width would be minimum 5.5 m. The shoulder of 2.25 m would be provided towards the outer side of the access / egress (i.e, on the side farthest from the carriageway) for this deceleration lane.

The acceleration lane would take off from the edge of the fuel station on exit side having minimum length of 100 m with parallel type layout. Its width would be minimum 5.5 m. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650 m and the remaining 30 m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner. Wherever, available ROW is inadequate to accommodate the service roads and / or deceleration / acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the deceleration / acceleration lanes shall be acquired by the owner of the fuel station.

A separator island would be provided in front of the fuel station so that no right turning takes place. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in **Fig 1 to 4** of these norms. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 5.5m.

There would be buffer strip from the edge of the ROW and would extend minimum 3 m inside the fuel station plot. Its minimum length would be 12 m. In urban/hilly or mountainous areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole would be permitted, which may be provided outside the ROW. The buffer strip as well as the separator island would be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes. The buffer strip in the approach zone should be suitable shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.

The radius for turning curve would be 13 m and that for non-turning curve be from 1.5 to 3 m so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of the fuel station to provide prescribed turning radius.

The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient strength for the expected traffic for the designed period. It would have minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by 225 mm thick Wet Mix Macadam (WMM) topped by 50 mm thick Dense Bituminous Macadam (DBM) and 30 mm thick Bituminous Concrete(BC). Interlocking Concrete Block Pavement as per latest IRC:SP:63 can also be considered.

A typical access layout for the new fuel station with relevant details for deceleration and acceleration lanes, connecting approaches, Separator Island, buffer strip, drainage, signs and marking on un-divided carriageway section of state Roads would be as shown in **Figure 1/3** of these norms.

The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc. would be as shown in **Figure 2/4** of these Norms.

The typical layout for fuel station and signs and markings along state roads in Mountaneous/hilly/urban stretch is given in **Figure 5.**

7. Drainage

There shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the State Roads or any water logging takes place. For this purpose, the fuel station and access area would be at least 300 mm below the level at the edge of the shoulder on the State Roads. The surface water from fuel station and access road would need to be collected in a suitable underground drainage system and led away to a natural course through culvert. Only slab culvert with iron grating of adequate strength shall be constructed in the approaches so that surface water is drained through the openings in the grating. Construction of Pipe culverts shall not be permissible for this purpose. The drainage arrangement would be either by the method mentioned above or as per the satisfaction of the Engineer-in-charge of State Road not below the rank of Executive Engineer. The applicant has to prepare separate detailed drawings indicating the drainage arrangements and to be submitted along with the application for permission.

8. Enforcement of Right of Way and Building Line

While planning the layout for various facilities inside the fuel stations, it has to be ensured that fuel pumps are located beyond the Building Lines as prescribed in Rule 7(ii) of Uttar Pradesh Roadside Land Control Rules 1964, Geometric Design Standards for Rural (Non-Urban) Highways' and Fuel Station office building etc. at a safe distance as prescribed by Fire Department or other authorities. The buffer strip would extend minimum 3 m inside the Fuel Station plot, beyond the available ROW. The future widening of the highway shall also be kept in view while setting up and preparing the layout plan of the proposed fuel station. The ROW for this purpose shall be the maximum of the actual available ROW at site at the proposed. The owner of the fuel station shall acquire additional land, if required, to accommodate access/egress roads for fuel stations, service roads, acceleration/deceleration lanes, etc.

9. System for Signs and Markings

i. An adequate system for signs and marking would be provided at the locations of fuel stations for the guidance of the State Roads users. The pavement markings would be in the form of chevron at entry and exit locations, give way for the exit from the fuel station. Informatory sign for fuel station would be provided at 1km ahead, 500 m ahead and at the entry point.

ii. On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island. Also, an informatory sign should be installed showing the distance of the nearest Fuel Station located in the direction of travel in order to avoid any need for right turnings for accessing the Fuel Station located on the opposite side. This sign should be installed at a location of about 200 m ahead of the opposite side fuel station within ROW of road.

iii. The pavement markings would conform to latest IRC:35, Code of Practice for Road Markings' and the Road Signs to latest IRC:67, Code of Practice for Road Signs' and latest IRC:SP:55, 'Guidelines on Safety in Road Construction Zones'. These should be as per Sections 801 and 803 of Specifications for Road and Bridge Works, as updated from time to time.

iv. The system for signs and markings with their type and locations would be as shown in Figures 1,2,3 and 4 for the chosen access layout.

10. License Deed

i. A License deed would be required to be signed between the Oil Company wanting to install the Fuel Station (Licensee) and State Government of UP through their designated officer (Executive Engineer of concerned Division). The specimen copy of the License Deed/ land use deed is enclosed at Annex-III to Appendix-I. The original copy of the License Deed shall be kept in Authority's Office with a certified copy in Divisional Office.

ii. The License deed would be drawn on a non-judicial stamp paper of Rs 100/- and shall be notarized and all expenses in this regard will be borne by the Licensee.

iii. **The validity of the license deed for the use of Government land for access to fuel station would be for a period of fifteen years** and on the expiry of this period the same would be required to be renewed for a similar period. During this validity period, the owner shall maintain in good condition the deceleration acceleration lanes, service roads (free from any potholes/patches), toilet & drinking water facilities, drainage arrangement (clean conditions to allow full discharge of storm water), signs and markings (existing at identified location with clear required visibility).

11. Payment

The payment of fee etc would be payable by the applicant/licensee to the State Govt in consideration of the agreement for the access for which the license/NOC is issued. There would be no need to register the deed. The payment shall be made as per clause 3.12 of this guideline.

12. Responsibilities of Oil Companies/owner

i. Oil Company while entertaining any application for the installation of Fuel Station, would supply a copy of these norms to the applicant so that he may assess his position to fulfill the requirements of these norms. Oil Companies would ensure that the plot identified by the applicant conforms to the requirement of these norms in terms of its location, access layout and signs and markings. It shall also be the responsibility of the applicant / owner of Fuel Station to provide the prescribed layout for access as given in figs 1/2/3/4/5 as the case may be while preparing the layout.

ii. After obtaining **'Provisional Approval"**, Oil Companies / Owner shall be responsible for the construction and maintenance of deceleration / acceleration lanes, service roads, channelizes, drainage arrangement, drinking water & toilet facilities, signs and markings in accordance with the approved layout and specifications conforming to these norms, at his own cost. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station. On completion of the construction in accordance with checklist and conforming to the approvals, a Completion Certificate shall be issued by the Proposing Authority, for getting approval of Authority. The concerned Oil Company would be recommended to energize the fuel station only after the final approval/NOC by Competent Authority.

iii. If the approach roads for access to fuel stations cannot be constructed owing to 2/4/6/8 laning of State Roads being in progress or even in award stage, permission for constructing temporary access, satisfying the norms, from the State Roads may be accorded by the Competent Authority. There shall, however, be no deviations from the approved plan while approving the layout for temporary access and safe & smooth flow of traffic shall be ensured. The Oil Company/Owner shall furnish an undertaking for not hindering the construction work of 4/6/8 laning of the State Roads and that the temporary access shall be replaced by permanent access on completion of the work of State Roads. The dismantling of temporary access shall be borne by the Oil Company/Owner of fuel station.

iv. Inspections for determining the deviations from prescribed Norms shall be done any time, even after signing of the Land Use Deed, by the Authority or Authority representative. In cases of defaults/deviations found during inspections, each deficiency shall be immediately rectified, which in no case should exceed 60 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by Zonal Chief Engineer of concerned zone.

v. The toilet facility is to be provided as per the standard layout at figure 6, demarking separately gents and ladies and duly equipped with lighting, water and requisite cleaning accessories etc. The necessary alterations in the case of existing retail outlets may be done as felt necessary in accordance with the standard layout. A separate access to all users of the State Road with traffic signage of the availability of toilet facility may be provided and the toilets are kept open round the clock.

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ANNEX-1

(To Appendix-1)

Check List of documents to be submitted for getting approval for installation of new Fuel Station along roads under UPPWD

S.No	Document detail	Submission (Y/N)
1	Signed copy of License Deed- the draft is at Annex III.	
2	Certified copy of location plan of the Fuel Station along the State Roads showing details of Right of Way (ROW) of State Roads, existing intersections and the intersecting roads including existing public roads and other developments falling within a reach of 1.1 km in each side of the Fuel Station and carriageway.	
3	Certified copy of plan of the proposed Fuel Station showing details of deceleration, acceleration lanes, service road (if provided), buffer strip, fuel pump, office, kiosk, lubritorium, air and water supply, toilet & drinking water facilities, drainage details, signs and markings conforming to applicable figures enclosed with these Norms	
4	Certified copy of sectional view showing elevation of Fuel Station with respect to State Roads and slopes to be provided for adequate drainage and preventing water logging on State Roads.	
5	Drainage plan of the Fuel Station.	
6	Detail of the material for pavement composition for deceleration lane, service road and acceleration lane.	
7	Undertaking in the format Annexed as Annex-IV from the oil company/owner that 1. The oil company/owner would pay necessary fee for the use of the State Roads land whenever asked by the Authority in future. 2. That necessary alteration including complete removal/shifting of the approach roads at its own cost if so required by State Government, for the development of State Roads or in the interest of safety in this section. 3. That all the actions shall be taken as prescribed in Appendix I to ensure conformity of these Norms. 4. That the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced. 5. That in case of up-gradation of category of road, the new norms as applicable to upgraded category of road shall be applicable and acceptable to oil company even if it involves relocation of retail outlet to another place on a different state road.	
8	Documentary evidence of additional Land Acquisition details (if required) beyond the available ROW (to accommodate service roads, deceleration / acceleration lanes, turning radius etc.) done by the owner of the fuel station. NOTE- *It needs to be specifically mentioned if the same is not applicable/required*	
9	Check list as stipulated in Annexure-II shall be adopted in line with norms stipulated in Appendix-I as above.	
10	License fee and Processing fee as per clause 3.12 and 11 of Guideline.	
11	BG/NSC for satisfactory completion of access and setting of fuel station as per norms	
12	Photos and video as per clause 3.1	

ANNEX-II A
(To Appendix-1)

CHECK LIST-1

Check List for getting approval for installation of new fuel station along State Roads

1.	General Information		
1.1	SH/MDR/ODR/VR	:	.....
	Name & Number	:	.....
1.2	District	:	.....
1.3	Location	:	.....
1.3.1	Chainage in km)	:	.....
1.3.2	Side of Road Left or right side towards increasing chainage/km/direction	:	.....
1.4	Zone of PWD	:	.....
1.5	Division of PWD	:	.....
1.6	Name of Oil Company (As applicable)	:	.....

ANNEX-II B (To Appendix-1)

CHECK LIST- 2

Check List for getting approval for installation of new fuel station along State Roads

A- For Fuel Stations on existing Service roads/Slip roads

Sl. No.	Item	Measurement at site	Norms	Whether complying with norms
1	Whether the fuel station is on service road/slip road(and not on the entry/exit ramp of service/slip road)		Yes	Yes/No
2	i) Size of plot in Rural stretch		As per Oil company requirement	Yes/No
	ii) Size of plot in urban stretch			Yes/No
	iii) Size of plot in hilly and mountainous stretch			Yes/No
3	Whether the fuel station satisfy the general conditions of siting access conditions, drainage, building line, sign boards etc depending upon the availability of road		Yes	Yes/No

B- Fuel Stations in Rural Stretches

Sl. No.	Item	Measurement at site	Norms	Whether complying with norms
1	Acceleration Lane		Minimum 100m	Yes/No
2	Deceleration lanes		Minimum70m	Yes/No
3	Distance of Intersection with any category of road and median gap :			
	Plain and rolling terrain		300m(SH),250m(MDR), 200m(ODR/VR)	Yes/No
	Hilly and mountainous terrain		100m	Yes/No
4	Any Barrier including toll plaza/ Railway Level crossing		Minimum 700m(SH),600m(MDR), 500m(ODR/VR)	Yes/No
5	Distance from the start of approach road of Road over Bridge(ROB)		Minimum 200m	Yes/No
6	Distance from start of Grade Separator/Fly over		Minimum 300m	Yes/No
7	Distance from nearest fuel station: Undivided carriageway(for both sides of carriageway) and divided carriageway (with no gap in median at this location)		Undivided carriageway- 300m* Divided carriageway- 1000m*	Yes/No
8	Provision of service/ connecting road		Necessary at clustering of fuel station/intersection with any category of road less than 300/1000m	Yes/No
	(i) length of the service road including declaration and acceleration lanes for regulating entry to/exit from proposed fuel station.		Mention the lengths in mt	
	(ii) whether additional land acquisition is required beyond the available ROW (to accommodate service roads. deceleration / acceleration lanes, etc,) by the owner of the fuel station.			Yes/No
	(iii). If Yes, mention the additional L.A required to be done by the owner of the fuel station		(Mention Area in sqm)	
	(iv) Whether additional land Acquisition as above beyond the available ROW (to accommodate such service roads, deceleration / acceleration lanes, etc.) has been done by the owner of the fuel station.			Yes/No/Not Applicable
	(v) If Yes, whether the documentary evidence of the L.A. details are attached			Yes/No

9	Gradient of road section		Maximum 5%	Yes/No.
10	Slope of fuel station premises/Services Area for drainage purpose		Minimum 2%	Yes/No.
11	Width of Frontage of plot		As per oil company norms	Yes/No.
12	Depth of plot		As per oil company norms	Yes/No.
13	Length of Buffer strip		Minimum 12m	Yes/No.
14	Width of Buffer Strip extending inside ROW		Minimum 3m	Yes/No.
15	Height of kerb for buffer strip		Minimum 275mm	Yes/No.
16	Radius of Turning curve		Minimum 13m	Yes/No.
17	Radius of Non-turning curve		Minimum 1.5m Maximum 3m	Yes/No.
	(i) Whether additional Land acquisition is required by the side of ROW (to Provide prescribed turning radius) by the owner of the fuel station.			Yes/No
	(ii) If Yes, mention the additional L.A required to be done by the owner of the fuel station.		Mention Area sqm	
	(iii) Whether additional land acquisition as above is required by the side of ROW (to provide prescribed turning radius) has been done by the owner of the fuel station			Yes/No/Not Applicable
	(iv) If Yes, whether the documentary evidence of the L.A details are attached			Yes/No/Not Applicable
18	Minimum downward slope of access roads towards the fuel station.		Minimum 2%	Yes/No.
19	Difference in level between the road and fuel station and access area measured at the edge of the shoulder in the road.		Minimum 300mm	Yes/No.
20	Provision of culvert, designed for drainage according to LATEST IRC:SP-13(Slab culvert with iron grating)		Slab Convert with iron grating of adequate strength constructed in the approaches or any other method as per the satisfaction of Officer Incharge to ensure that surface water from fuel station/facility does not know on the highway and led away to a natural course /false sewer through convert or led away to water recharging system specifically constructed by owner or management of the fuel station /facility in case lined drains of sufficient lengths upto natural force / out false sewer are not available	Yes/No.
21	(i) Provision of drinking water and toilet facilities along with proper display board at the entry to fuel station		As per Drawing	Yes/no.
	(ii) Provision of proper drainage arrangement for fuel station premises		As per satisfaction	Yes/No
22	Provision of adequate signs and markings as per the drawings		as shown in the drawing	Yes/No.

B- Fuel Stations in Urban/Hilly/Mountainous Stretches

Sl. No.	Item	Measurement at site	Norms	Whether complying with norms
1	Distance of Intersection with any category of road and median gap		100m	Yes/No
2	Any barrier including Toll Plaza/ Railway Level Crossing		Minimum 500m	Yes/No
3	Distance from the start of approach road of Road over Bridge(ROB)		Minimum 200m	Yes/No
4	Distance from start of Grade Separator/Fly over		Minimum 300m	Yes/No
5	Distance from nearest fuel station: Undivided carriageway(for both sides of carriageway) and divided carriageway (with no gap in median at this location)		Minimum 300m	Yes/No
6	Provision of service/ connecting road		Necessary at clustering of fuel station/intersection with any category of road less than 300 m	Yes/No
	(i) length of the service road including declaration and acceleration lanes for regulating entry to/exit from proposed fuel station.		Mention the length in m	
	(ii) whether additional land acquisition is required beyond the available ROW (to accommodate service roads. deceleration / acceleration lanes, etc,) by the owner of the fuel station.			Yes/No
	(iii) If Yes, mention the additional L.A required to be done by the owner of the fuel station		Mention Area in sqm	
	(iv) Whether additional land Acquisition as above beyond the available ROW (to accommodate such service roads. deceleration / acceleration lanes, etc.) has been done by the owner of the fuel station.			Yes/No/Not Applicable
	(v) If Yes, whether the documentary evidence of the L.A. details are attached			Yes/No
7	Gradient of road section		Maximum 5%	Yes/No.
8	Slope of fuel station premises/Services Area for drainage purpose		Minimum 2%	Yes/No.

	Length of Buffer strip		Minimum 5m	Yes/No.
10	Width of buffer strip extending inside ROW		Minimum 3m	Yes/No.
11	Height of kerb for buffer strip		Minimum 275mm	Yes/No.
12	Radius of Turning curve		Minimum 13m	Yes/No.
13	Radius of Non-turning curve		Minimum 1.5m Maximum 3m	Yes/No.
	(i) Whether additional Land acquisition is required by the side of ROW (to Provide prescribed turning radius) by the owner of the fuel station.			Yes/No
	(ii) If Yes, mention the additional L.A required to be done by the owner of the fuel station.		Mention Area sqm	
	(iii) Whether additional land acquisition as above is required by the side of ROW (to provide prescribed turning radius) has been done by the owner of the fuel station			Yes/No/Not Applicable
	(iv) If Yes, whether the documentary evidence of the L.A details are attached			Yes/No/Not Applicable
14	Minimum downward slope of access roads towards the fuel station.		Minimum 2%	Yes/No.
15	Difference in level between the road and fuel station and access area measured at the edge of the shoulder in the road.		Minimum 300mm	Yes/No.
16	Provision of culvert, designed for drainage according to LATEST IRC:SP-13(Slab culvert with iron grating)			Yes/No.
17	(i) Provision of drinking water and toilet facilities along with proper display board at the entry to fuel station		As per Drawing	Yes/no.
	(ii) Provision of proper drainage arrangement for fuel station premises		As per satisfaction	
18	Provision of adequate signs and markings as per the drawings		as shown in the drawing	Yes/No.
19	Whether the oil company has certified that fuel station is neither in operation nor energized and that construction of the station has not been commenced		-	Yes/No.

It is certified that Fuel Station is neither operational nor energized and that the construction of the fuel station has not been commenced. Further we bear full responsibility and genuineness of the site particulars mentioned above and for adherence to the stipulated norms.

It is further undertaken that fuel station shall not be energized till final NOC is granted by UPPWD.

Name, Signature and address of the Authorised
Signatory of Oil company
.....
.....
Telephone No.....
E-mail.....

Note- If norms are not satisfied detailed explanation needs to be given other wise application will not be considered. In all cases supporting document as per Annex-1 have to be submitted otherwise the case will be summarily rejected

The above particulars along with the drawings and documents have been verified and are certified as correct as per prevailing site conditions

The Right of (ROW) available at proposed location from centre line of the nearest carriage way is [ ] m.

For Official use

1. We have inspected the site and all particulars filled above have been checked and verified at site.
2. The above particulars along with the drawings and documents have been verified and are certified as correct as per the prevailing site conditions.
3. The photographs of site visit showing relevant features are attached herewith.

Name and Signature of JE

Name and signature of AE

I am satisfied with the field report of JE and AE. I have also examined the particulars filled in above and found the application in order and in compliance with State Govt Guidelines of setting up fuel stations along UPPWD roads. The Provisional Permission/NOC is being recommended.

Name and Signature of EE

(Affix rubber stamp seal)

Annex-III

LICENSE DEED FOR THE USE OF STATE GOVT LAND

AGREEMENT TO construct an approach/access road with necessary provisions for drainage, Signage and markings, to .....abutting on the .....boundary .....of..... ..... in kilometer..... in survey no. .....of the village .....in the Taluka of .....of the District.....

AN AGREEMENT made this .....day of Year Two thousand..... between the Governor of Uttar Pradesh (*hereinafter called the Government which expression shall, unless excluded by or repugnant to the context, include his successors in Office and assigns*) of the one part and name and address of Oil Company) hereinafter called "the Licensee" "the Licensees" (which expression shall, unless excluded by or repugnant to the context, include the said Licensee's successor/Licensees successors, heirs, executors, administrators and assigns) of the other part.

2. WHEREAS THE Licensee has/Licensees have applied to the Government for permission to construct on the Government land approach road with necessary provisions for drainage, signs and markings to his/their Fuel Station in Plot No .....Survey no ..... in village .....the Taluka .....of the District..... abutting on the boundary of .....road in LHS/RHS in Kilometer. ..... more particularly described in the Schedule annexed hereto and shown in the drawing attached hereto (hereinafter referred to as "the Fuel Station").

3. AND WHEREAS THE GOVERNMENT have agreed to grant such permission on the terms and conditions hereinafter mentioned.

4. Now, this Agreement witness that, in consideration of the terms and conditions hereinafter contained and on the part of the licensee/licensees to be observed and performed, the Government hereby grants to the Licensee/Licensees permission to construct an access/approach road with necessary provisions for drinking water and toilet facilities, drainage works, signs and markings to the said premises as per approved drawings attached subject to the following terms and conditions, namely:

   i) That the Licensee/Licensees shall within TWELVE months from date of receipt of the PROVISIONAL PERMISSION OF ACCESS, but without interfering in any way with the State Roads traffic, complete the construction of the approach road (including deceleration/acceleration lanes) and shall make provisions for drinking water and toilet facilities, drainage, signs and markings at his own cost and to the full satisfaction of the Authority according to the approved drawings and specifications. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station.

The said approach road shall not be brought into use after its completion until the Government gives a completion certificate/FINAL NOC after satisfying himself that it has been completed as per the sanctioned drawings and specifications. The Fuel Station would be energized by the concerned oil company only, after completion certificate has been issued by the competent authority. The Licensee/Licensees have no objection in imposing penalty against him/them in case the Fuel Station is found energized or violation of norms is observed before issuance of Final NOC/Completion certificate

ii. That on the completion of the said work, that part of the approach road, which lies within the limits of Government road land together with any culvert or drain therein constructed shall become the absolute property of the Government subject to the rights of the Licensee/Licensees to use the same for ingress and egress.

iii. The Licensee/Licensees shall at his/their own cost keep the said approach road, and any culvert or drain therein, in proper repair and condition to the satisfaction of the competent authority. The approach roads would be considered in proper conditions when they are free from potholes and patches. The culverts and drains would be kept in clean conditions to allow full discharge of the storm water, signs and markings to be kept at their respective locations and in clean condition for visibility at all times.

iv. That within Six months of a notice duly given to the Licensee/Licensees in this behalf, the Licensee/Licensees shall at his/their own cost remove the said approach road or any drainage work constructed in connection therewith and restore the land to its original condition when required to do so by the Government or by any person duly authorized on its behalf. The Licensee/Licensees shall not be entitled to any compensation on account of such removal and restoration.

V. That the approach road shall not be used for any purpose other than that of access to and egress from the premises of the Licensee/Licensees on to the Government road.

Vi. That the Licensee/Licensees shall not, without the prior permission in writing of the Authority in any way extend or alter the said approach road or any culvert or drainage therein.

vii. That the Licensee/Licensees shall at all time permit any duly authorized officer of the Authority to inspect the said approach road including any culvert or drainage therein. He shall keep the said approach road clear and shall not be entitled to close any right of way over or in respect of the same against Government, or any member of the public.

viii. That the Licensee/Licensees shall be liable for any loss or damage caused to the Government by drain obstruction or any other like cause due to the said approach road or the drainage work.

ix. That the permission granted by this land use shall not in any way be deemed to convey to the Licensee/Licensees any right into or over or any interest in Government land other than that herein expressly granted.

x. That in case the said approach road is destroyed, this land use shall determine and the Licensee/Licensees shall not be entitled to claim any right to construct another approach road in lieu of that so destroyed.

xi. That during the subsistence of this land use; the said approach road including the road drainage shall be deemed to have been constructed only by the consent and permission of the Government so that the right of the Licensee/Licensees to use the same shall not become absolute and indefeasible by lapse of time.

xii. In cases of defaults/deviations found during inspections by Competent authority, each deficiency shall be immediately rectified, which in no case should exceed 60 days from the date of inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the fuel station by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by competent authority.

xiii. That the Licensee/Licensees shall not sell, transfer or otherwise dispose of the premises without obtaining from the transferee a duly executed agreement with the Government embodying the terms and conditions herein before.

xiv. The Oil Company shall have to enter into an Agreement for signing the land use deed for FIFTEEN (15) years with the authorized representative of the authority i.e. Executive Engineer PWD of concerned division, for the use of Government land. The land use shall be issued to the Oil Company on payment of Rs. ----------(RUPEES IN WORDS .....) as one-time land use fee along with the application. A non-refundable processing fee of Rs. 10,000/- per application shall also be deposited with the application. A Bank Guarantee/NSC of Rs 2,50,000/- (Rs Two lacs Fifty thousands only) Number ..... drawn/issued by bank .....valid for a period of THREE year for successful completion of access before final approval/NOC is obtained. In case the access construction along with Fuel station as per norms is not completed even in the extended period, the BG/NSC shall be en-cashed by the Authority.

xv. The access roads including acceleration /deceleration lanes shall be constructed with in available Right of Way (ROW) of State road. However in case of non-availability of adequate ROW for construction of these facilities, owner/management of fuel station shall acquire additional land at their cost for construction of such facilities. Similarly access for/egress to the facility (primarily for clustering or service road construction in case of distance between fuel stations being less than prescribed in the Guidelines, etc) may be provided from the service road which has been developed already, however service road of required length shall have to be constructed by owner/management of fuel station at their cost in case the same has not been constructed but is reuired for providing access to such properties , additional land acquisition required for construction of service road beyond available ROW of state road in such a case have to be done by owner/management of fuel station at their cost.

5. On the expiry of lease, the access permission may be renewed by the competent authority on payment of Rs. 10,000/- as renewal fee, if it conforms to the stipulated norms of the Govt /PWD. In case of existing fuel stations constructed as per stipulated norms but for which prior approval has not been obtained from the competent authority, a penalty of Rs. ..... (Rs /-) shall be imposed on the Oil Company to regularize such fuel stations. However, in case of fuel stations existing on newly declared or notified state road or transferred from other department,, there shall be no penalty but, such Oil Companies shall have to pay the processing fee of Rs. 10,000/- to the competent authority and will be granted 12 months' time to comply with the stipulated norms.

   i. That if and when parallel service roads are constructed the access to fuel station shall be from the service road alone and no claim/compensation shall be entertained on that account.

   ii. That this Agreement shall remain in force for 15 years from the date of execution in the first instance and be terminable by a notice of 6 months and the permission may be renewed after expiry of the said period.

   iii. That the land use hereby granted shall not be transferable.

   iv. That the Licensee/Licensees shall bear the cost of Stamp and attestation of this Agreement.

6. Situations given below would be treated as violations of the land use deed agreement and the Government would be within its right to ask the concerned Oil Company to de-energize the Fuel Station;

   i. Non-maintenance of deceleration lane, acceleration lane, service road, drinking water and toilet facilities, drainage system, channelisers, markings, signs and other traffic control devices in good operating conditions (as specified in Guidelines) during the period of land use deed and not rectifying the short comings within the specified period.

   ii. Non-compliance for revising the layout of access as directed by the State Roads Administration in writing within specified period.

7. Not-withstanding anything contained in clause 4, this NOC/permission can be cancelled at any time by the competent authority for breach of any of the terms and conditions of land use and the Licensee/Licensees s shall not be entitled to any compensation for loss caused to him/them by such cancellation nor shall be absolved from any liability already incurred by him/them under this Agreement. The Licensee/Licensees shall at his/their own cost remove approach road lying within the boundary of the Government land and restore the Government land to its original condition. In the event of Licensee/Licensees refusing to do so, the restoration of the Government land to its original condition shall be done by the in-charge Executive Engineer/Divisional Engineer, at the cost of Licensee/Licensees and the expenditure incurred shall be recoverable from the Licensee/Licensees as an arrear without prejudice to any other remedies which may be fixed by Government in this behalf.

8. Not withstanding anything contained in this agreement above "the Licensee" agrees to abide by road safety norms for traffic as per Traffic Police Department and or any other statutory body empowered by state to formulate and promulgate, the norms of road safety for traffic.
"The Licensee" also agrees to relocate the retail outlet in case of up-gradation of category of road, if required as per prevailing norms for upgraded category of road".
(Certificate/Affidavits from oil companies as per Annex-IV shall be the binding part of this agreement)

9. This Agreement may be executed in two counterparts, each of which when executed and delivered shall constitute an original of this Agreement.

IN WITNESS WHEREOF this agreement is executed in two parts by the parties hereto on the date first above mentioned.

Signed by Shri (Name in full) the Licensee/Licensees	Signed by Shri (Name in full) for and behalf of the Governor of Uttar Pradesh /Authority

In the presence of

1. Name in full (signature) with designation	1. Name in full(signature) with designation
2.Name in full(signature) with designation	2.Name in full(signature) with designation

N.B. Wherever alternatives such as his/their Licensee/Licensees has/have etc, are given, only applicable portions should be typed in the fair land use deed.

ANNEX-IV

UNDERTAKING BY AUTHORISED OFFICER OF OIL COMPANY AND OWNER OF RETAIL OUTLET

(On Rs 100/ Judicial Stamp paper duly Notarized)

1. That Deponent Mr.....s/o .....Age years is working as .....(Post Name) In .....(Oil company name) and has been authorised by Oil Company to sign as Authorised Representative/Authorised Officer of the Oil company to sign the documents, plans, drawings, affidavit, undertaking, certificate and all other documents required to be submitted for NOC of the proposed Fuel station.
2. That ..... (Name of Oil Company) has awarded the Fuel Station/Retail Outlet/service Station for ..... at.....(location) in km ..... of .....(name of road along with category) in favour of Sri/Ms .....
3. The Authorised Officer of Oil Company has inspected the proposed site and confirm that fuel stations is at site where the grounds are practically level, there are no sharp curves not less than those specified for minimum design speed or steep grades (more than 5%) and where sight distances would be adequate for safe traffic operations. It is also certified that proposed location would not interfere with placement and proper functioning of State Roads signs, signals, lighting or other devices that affect traffic operation. In future if PWD instruct to remove any type of hindrance affecting safe operation of traffic, the same shall be complied with owner of the fuel station/Oil company on its expenditure with out any claim what so ever.
4. It is certified that the proposal for new fuel stations is located on a corridor well distributed on both sides of the roads to enable vehicles normally not have to cut across the traffic to reach them.
5. It is also certified that Location Norms for the proposed Fuel station are in accordance with "*The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2022*". In case of any deviation from the Guidelines, the oil company shall withdraw the proposal for submission of NOC and shall submit the modified proposal in accordance with Guidelines.
6. It is undertaken by Oil Company that all the action as prescribed in Appendix I will be taken to ensure conformity of these Norms
7. It is certified that Plot size of the proposed fuel station has been examined and the minimum size and shape of the plot for the fuel station would suitably accommodates fuel pumps, offices, stores, Toilet facility as per provisions, compressor room, air pump and kiosks without causing any hindrance to the movement of vehicles of expected maximum dimensions, within fuel stations and in the access area. It is also certified that sufficient space is available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill on to the access area.
8. It is certified that Access layout has been examined and it shall be ensured to provide access as per existing Guidelines.
9. It is certified that the pavement of the access roads including deceleration, acceleration lanes and connecting approaches would be provided with minimum pavement composition as given in this Guidelines.

10. It is undertaken that there shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the State Roads or any water logging takes place in accordance with Guidelines.
11. It is undertaken that Oil company has ensured that fuel pumps are located beyond the Building Lines as prescribed in Rule 7(ii) of Uttar Pradesh Roadside Land Control Rules 1964, Geometric Design Standards for Rural (Non-Urban) Highways' and Fuel Station office building etc. at a safe distance as prescribed by Fire Department or other authorities.
12. It is undertaken that the buffer strip would extend minimum 3 m inside the Fuel Station plot, beyond the available ROW. The Oil company/owner of the fuel station shall acquire additional land, if required, to accommodate access/egress roads for fuel stations, service roads, acceleration/deceleration lanes, etc.
13. It is undertaken that an adequate system for signs and marking would be provided at the locations of fuel stations for the guidance of the State Roads Licensees in accordance with clause 9.0 of Guidelines.
14. It is undertaken that a land use deed is submitted for NOC to be signed between the Oil Company wanting to install the Fuel Station (Licensee) and State Government of UP through their designated officer (Executive Engineer of concerned Division) on Rs 100/- Non Judicial Stamp paper after payment as prescribed in Guidelines.
15. It is undertaken that the owner/oil company shall maintain in good condition the deceleration acceleration lanes, service roads (free from any potholes/patches), toilet & drinking water facilities, drainage arrangement (clean conditions to allow full discharge of storm water), signs and markings (existing at identified location with clear required visibility).
16. It is undertaken that License Deed shall be renewed after expiry of 15 years period as per prevalent Rules of the Govt.
17. It is undertaken that after obtaining **Provisional approval**, Oil Companies / Owner shall be responsible for the construction and maintenance of deceleration / acceleration lanes, service roads, channelizes, drainage arrangement, drinking water & toilet facilities, signs and markings in accordance with the approved layout and specifications conforming to these norms, at his own cost. The drinking water and toilet facilities shall be accessible to the public round the clock. In order to inform the public about these, a display board showing availability of such facilities shall be installed before the entry to the Fuel Station.
18. It is undertaken that the oil company/owner would pay necessary fee for the use of the State Roads land whenever the fee is asked by the State Government in future
19. It is undertaken that Oil Company that necessary alteration including complete removal/shifting of the approach roads at its own cost if so required by State Government, for the development of State Roads or in the interest of safety in this section.
20. It is certified and undertaken that fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced. Authority is authorized to en-cash the BG/NSC on violation of norms and procedure.
21. It is certified that oil companies that the plot on which fuel station is being proposed fulfills the norms of fire & road safety as per fire and traffic police department.
22. It is certified and undertaken that in case of up-gradation of category of road, the new norms as applicable to upgraded category of road shall be applicable and acceptable to oil company even if it involves relocation of retail outlet to another place on a different state road.

In Presence of
(Owner of proposed Fuel Station)

Deponent
Authorised Officer
(Oil Company)

(FORMAT FOR ISSUANCE OF NOC BY AUTHORISED OFFICER OF UPPWD)

Office of Chief Engineer
.....Zone, UPPWD,.....

Letter No .....

date .....

No Objection Certificate on the Application for the permission for construction and use of approaches/access roads for proposed Fuel Station of ..... (Name of Oil Company) situated at, survey no ....., khasra no....., village ..... tehsil.....at chainage.....(LHS / RHS) of .....(Name of road with category), in District .....

District Magistrate, ...vide letter no .....has forwarded the above proposal for the issuance of NOC of UPPWD. The proposal was examined and processed by Executive Engineer, ... Division, UPPWD, ... and recommended by Superintending Engineer, ... Circle, UPPWD,.....for issuance of Provisional Permission/NOC as per Existing Guidelines.

Authority after due considerations hereby approves "Provisional Permission for access" in accordance with " Uttar Pradesh Guidelines for issuing of" *NOC for setting up fuel stations along UPPWD Roads-2022*", under provision of "Section-5" of "Uttar Pradesh Road Side land Act-1945" subject to following conditions.

1. After obtaining this Provisional approval, Oil Companies / Owner shall be responsible for the construction and maintenance of deceleration / acceleration lanes, service roads, channelizes, drainage arrangement, drinking water & toilet facilities, signs and markings and other facilities in accordance with the approved layout and specifications conforming the Guidelines, at own cost.
2. On completion of the construction in accordance with checklist and conforming to the approvals, Completion Certificate shall be issued, by the Executive Engineer of PWD for approval of Competent Authority.
3. The concerned Oil Company would be allowed to energize the fuel station only after the final approval by Competent Authority.. In the event fuel station is energized with out seeking Final approval (Final NOC) necessary action may be initiated against the applicant as per Guidelines of "Uttar Pradesh Guidelines for issuing of *NOC for setting up fuel stations along UPPWD Roads-2022*" including but not limited to cancellation of Provisional Permission for Access.
4. The prescribed processing fees , license fee has been deposited by applicant and BG/NSC no ..... For Rs ...../- issued by Bank .....validity upto ..... (towards successful completion of the access roads and installation of fuel station) has also been submitted by the applicant. The BG/NSC shall be released by Authority with in 30 days of grant of Final NOC. In case the construction is not completed with in stipulated period of 12 Months, or any extended period duly approved by competent authority, Authority may encash the BG/NSC submitted by applicant.
5. In case the sitting of proposed fuel station is not found in accordance with "Uttar Pradesh Guidelines for issuing of *NOC for setting up fuel stations along UPPWD Roads-2022*" and as per approved drawings , the permission shall stand cancelled and UPPWD shall not be responsible for any claim/damage/loss to the oil company or any concerned person.

6. The Guidelines contained in "Uttar Pradesh Guidelines for issuing of *NOC for setting up fuel stations along UPPWD Roads-2022*" shall be followed strictly in setting up fuel station.
7. It shall be ensured by Executive Engineer to deposit the prescribed land use fee in state Govt revenue head as per Guidelines.
8. The Original land Use Deed duly signed on each page by Oil company's authorized Officer and Executive Engineer shall be kept in Zone office with a certified copy in Division and Circle Office.
9. It shall be ensured by the Divisional staff to inspect the Fuel Station regularly and in case of any dafaults/deviations found, action will be taken as per Guidelines to get it rectified with in 60 days from the date of Inspection. The failure to rectify the identified deficiency with in prescribed time, the necessary action regarding De-energization shall be initiated.
10. The division shall enter details of In–principle Approval of NOC of Fuel station, issuance of completion certificate, and other necessary details of Fuel station in "Divisional Register of Fuel stations". The photographs and videos as per clause 3.1 of Guidelines shall be kept in records.
11. A copy of In–principle Approval of NOC of Fuel station shall be sent to Oil company by Registered Post/Speed post and on registered e-mail of Oil company with the instructions to energize the Fuel station only after obtaining Completion Certificate as per stipulated norms.

Executive Engineer, ...Division, UPPWD,.....	Superintending Engineer ..... Circle, UPPWD	Chief Engineer .....Zone, PWD .....

NOTE: The above recommendation letter shall be sent by the Executive Engineer to District Megistrate through a covering letter with copy to SE,CE and Oil Company.

Format for Bank Guarantee Bond

1. Whereas ..... (name and address of applicant)(hereinafter called Licensee/Licensees) has undertaken in pursuance of issuance of NOC for Fuel station under to be set up on Survey no....kahsra no ..... Village ..... tahseel..... district ..... On Km/Chainage ..... Of road name ..... .

AND WHEREAS it has been stipulated in guidleines of "Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads-2022" that Licensee/applicant shall furnish a bank guarantee by a Nationalized bank for security deposit and accordingly for the due fulfillment of the said Guidelines on production of a bank Guarantee for Rs. _____ (Rupees_____ Only) We, _____, (hereinafter referred (indicate the name of the bank) to as 'the Bank') at the request of _____ [applicant/licensee(s)] do hereby undertake to pay to the Government an amount not exceeding Rs. _____ against any loss or damage caused to or suffered or would be caused to or suffered by the Government by reason of any breach by the said Guidelines of any of the terms or conditions contained in the said Guidelines.

2. We _____ (indicate the name of the bank) do hereby undertake to pay the amounts due and payable under this guarantee without any demur, merely on a demand from the Government stating that the amount claimed is due by way of loss or damage caused to or would be caused to or suffered by the Government by reason of breach by the said applicant/licensee(s) of any of the terms or conditions contained in the said Guidelines or by reason of the applicant/licensee(s)' failure to perform the said Guidelines/license. Any such demand made on the bank shall be conclusive as regards the amount due and payable by the Bank under this guarantee. However, our liability under this guarantee shall be restricted to an amount not exceeding Rs. _____.

3. We undertake to pay to the Government any money so demanded notwithstanding any dispute or disputes raised by the applicant(s)/licensee(s) in any suit or proceeding pending before any Court or Tribunal relating thereto our liability under this present being absolute and unequivocal.

The payment so made by us under this bond shall be a valid discharge of our liability for payment thereunder and the applicant(s)/licensee(s) shall have no claim against us for making such payment.

4 We,_____ (indicate the name of bank) further agree that the guarantee herein contained shall remain in full force and effect during the period that would be taken for the performance of the said Agreement and that it shall continue to be enforceable till all the dues of the Government under or by virtue of the said Agreement have been fully paid and its claims satisfied or discharged or till___UPPWD_____ Office/Department/Ministry of_____ certifies that the terms and conditions of the said Agreement have been fully and properly carried out by the said applicant(s) and accordingly discharges this guarantee. Unless a demand or claim under this guarantee is made on us in writing on or before the _____ we shall be discharged from all liability under this guarantee thereafter.

5. We, _____ (indicate the name of bank) further agree with the Government that the Government shall have the fullest liberty without our consent and without affecting in any manner our obligations hereunder to vary any of the terms and conditions of the said Agreement or to extend time of performance by the said applicant(s) from time to time or to postpone for any time or from time to time any of the powers exercisable by the Government against the said applicant(s) and to forbear or enforce any of the terms and conditions relating to the said agreement and we shall not be relieved from our liability by reason of any such variation, or extension being granted to the said applicant(s) or for any forbearance, act or omission on the part of the Government or any indulgence by the Government to the said applicant(s) or by any such matter or thing whatsoever which under the law relating to sureties would, but for this provision, have effect of so relieving us.

6. This guarantee will not be discharged due to the change in the constitution of the Bank or the applicant(s)/licensee(s).

7. We, _____ (indicate the name of bank) lastly undertake not to revoke this guarantee during its currency except with the previous consent of the Government in writing.

8. Dated the _____ day of _____ _____ for _____ (indicate the name of the Bank).

SCHEDULE

(Type here the schedule referred to in clause 2)

The Government of Uttar Pradesh formulates the revised Guidelines for issuing the NOC for the locations, layout and access to fuel stations along roads under Uttar Pradesh Public Works Departments called "The Uttar Pradesh Guidelines for issuing of NOC for setting up fuel stations along UPPWD Roads, 2022" exercising the power under section-17 read with section-5 of "Uttar Pradesh Road Side Land Control Act-1945"

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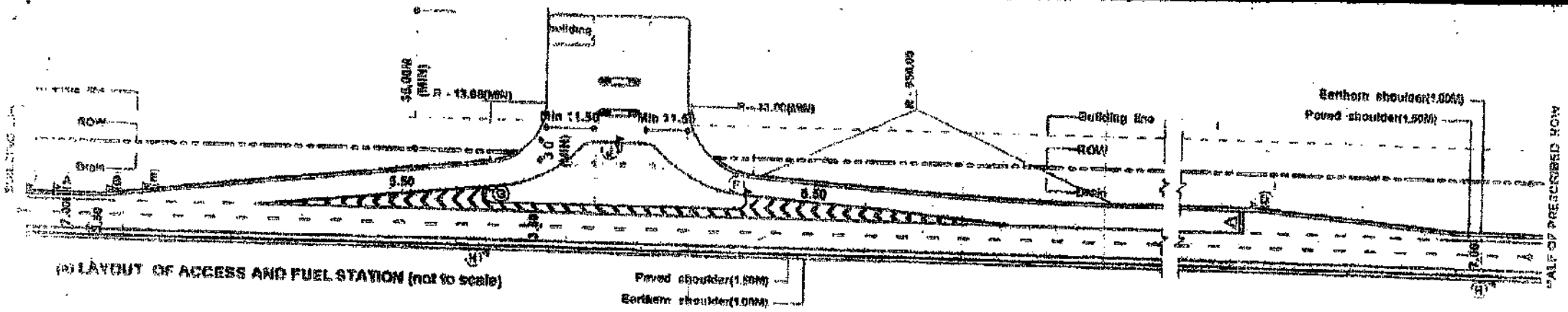
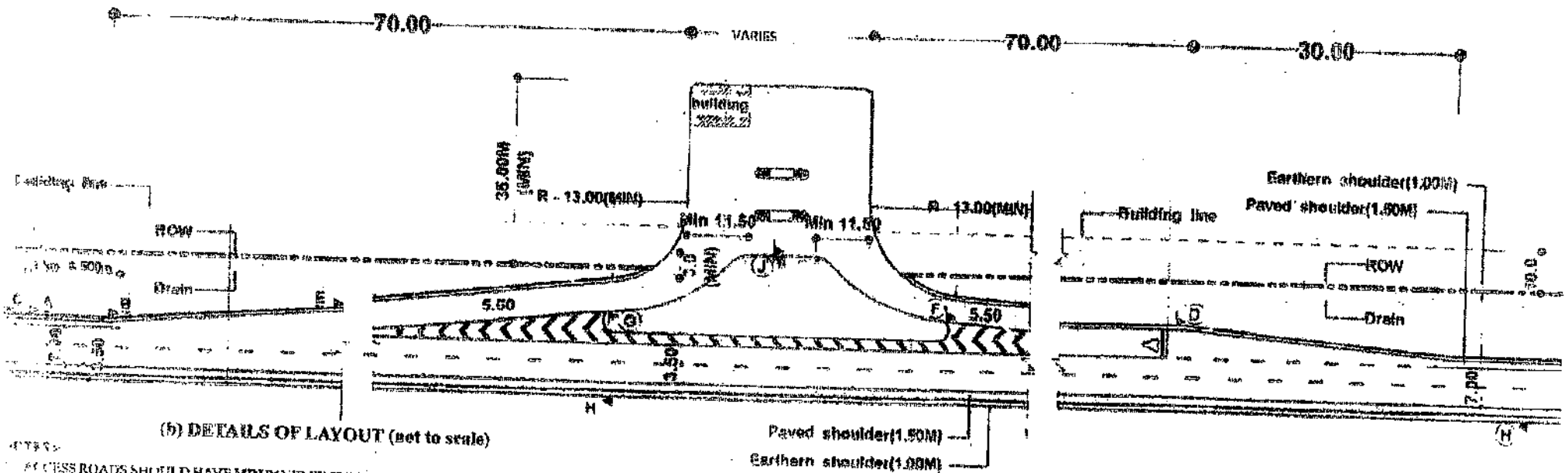
06.12.22





NOTES:

1. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 200 MM GSB, 250 MM WMM, 50 MM DBM AND 30 MM BC.
2. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
3. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55. IN CASE OF A FUEL STATION LOCATED ON THE OTHER SIDE OF TRAVEL DIRECTION THE USER SHOULD BE INFORMED OF THE LOCATION OF THE FUEL STATION IN HIS/HER DIRECTION OF TRAVEL THROUGH INFORMATION SIGNS AS SHOWN IN THE TABLE OF THIS DRAWING.
4. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
5. THE SEPARATOR ISLAND AND BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
6. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.

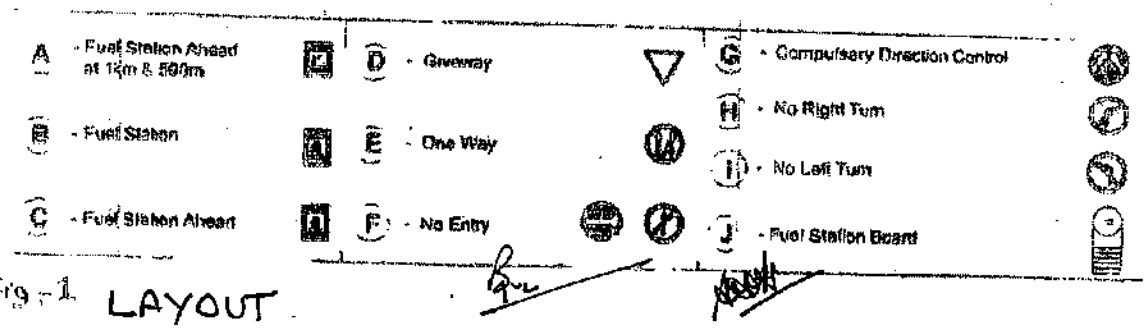
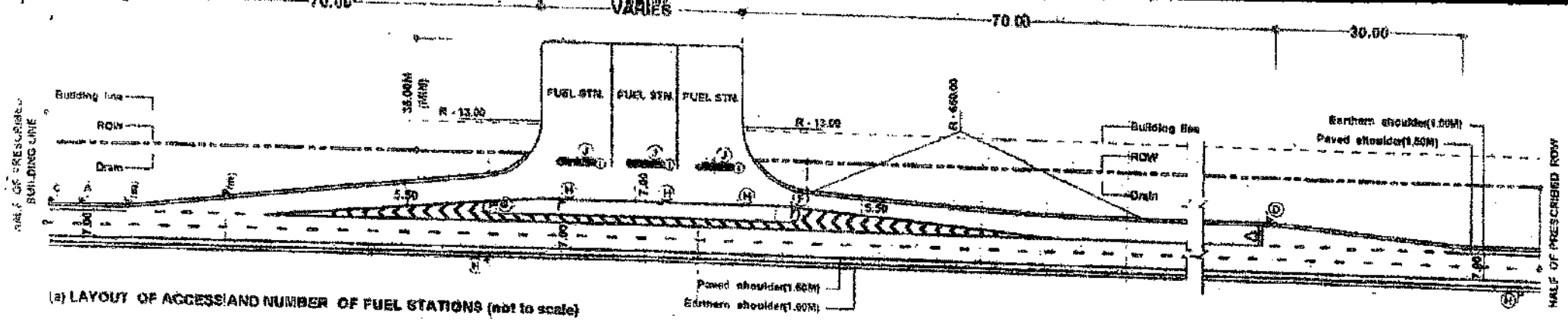
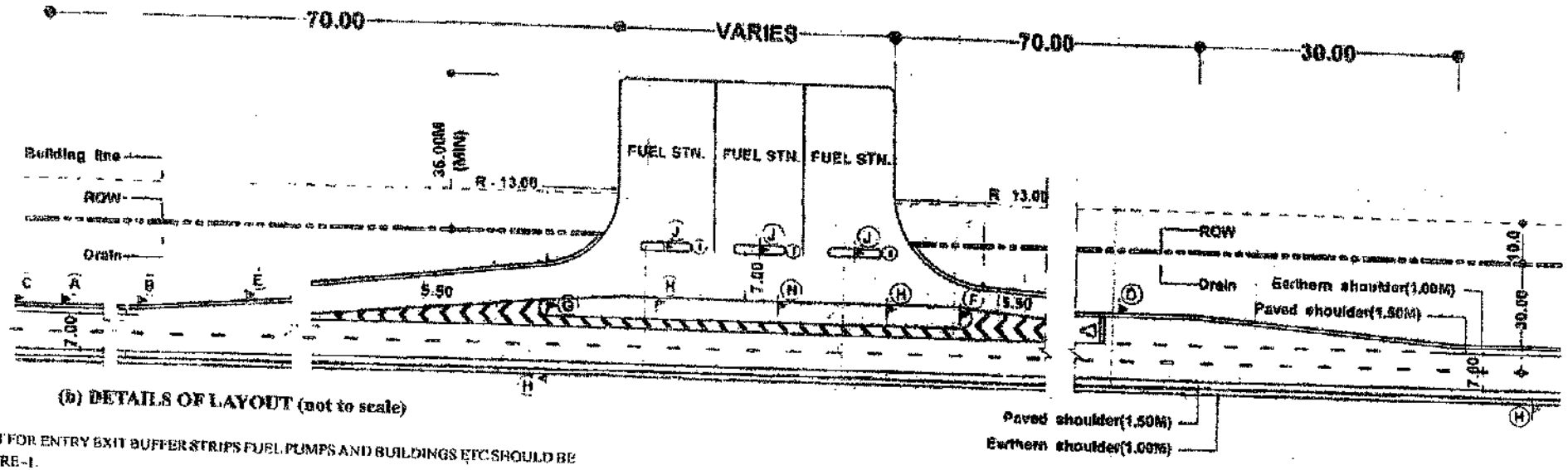


Fig - 1 LAYOUT



(a) LAYOUT OF ACCESS AND NUMBER OF FUEL STATIONS (not to scale)



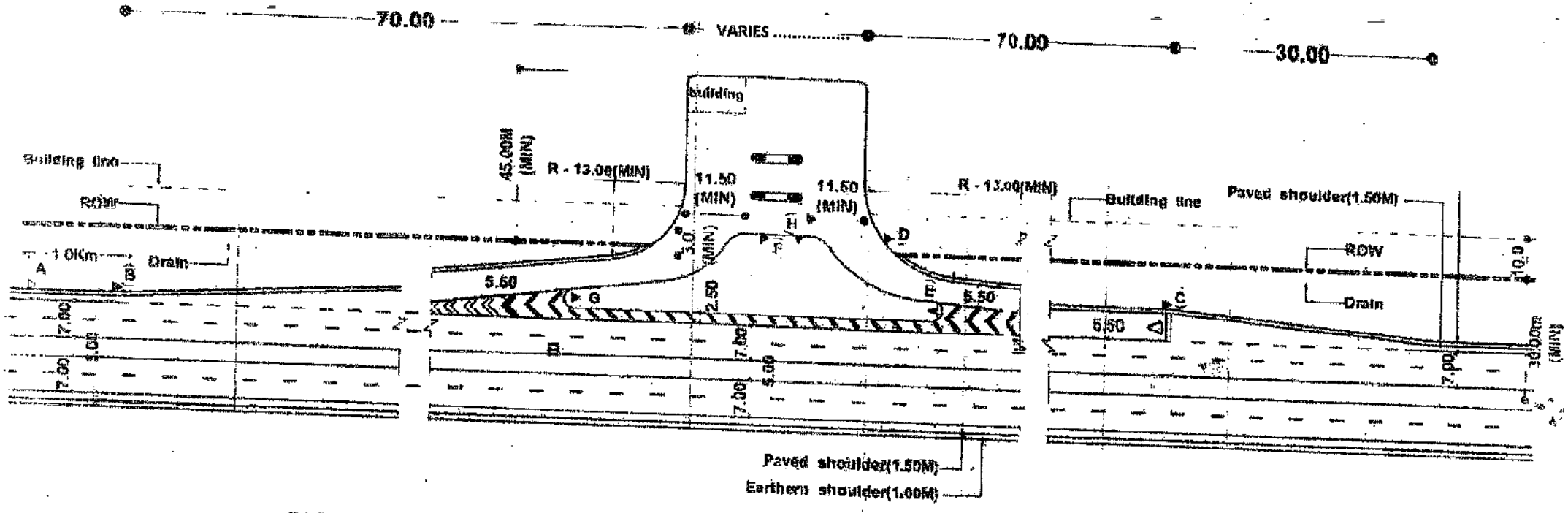
(b) DETAILS OF LAYOUT (not to scale)

NOTES:-

1. THE LAYOUT FOR ENTRY EXIT BUFFER STRIPS FUEL PUMPS AND BUILDINGS ETC SHOULD BE AS PER FIGURE-1.
2. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
3. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55. IN CASE OF A FUEL STATION LOCATED ON THE OTHER SIDE OF TRAVEL DIRECTION THE USER SHOULD BE INFORMED OF THE LOCATION OF THE FUEL STATION IN HIS/HER DIRECTION OF TRAVEL THOUGH INFORMATION SIGNS AS SHOWN IN THE TABLE OF THIS DRAWING.
4. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
5. THE SEPARATOR ISLAND AND BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
6. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.
7. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.

(A) - Fuel Station Ahead at 1km & 500m		(D) - Gateway		(G) - Compulsory Direction Control	
(B) - Fuel Station		(E) - One Way		(H) - No Right Turn	
(C) - Fuel Station Ahead		(F) - No Entry		(I) - No Left Turn	
				(J) - Fuel Station Board	

Fig.2 ACCESS TO NUMBER OF FUEL STATIONS ON UNDIVIDED 7.0M WIDE CARRIAGEWAY SECTION - Plain & Rolling Terrain(Rural section)



(b) DETAILS OF LAYOUT (not to scale)

NOTES :-

1. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 200 MM GSB, 250 MM WMM, 50 MM DBM AND 30 MM BC.
2. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
3. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55.
4. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
5. THE SEPARATOR ISLAND AND BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
6. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.
7. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.

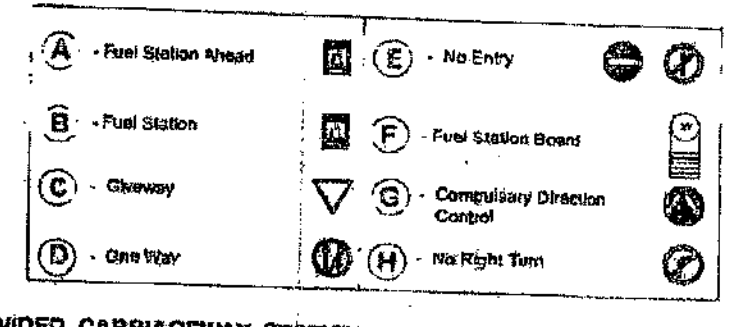
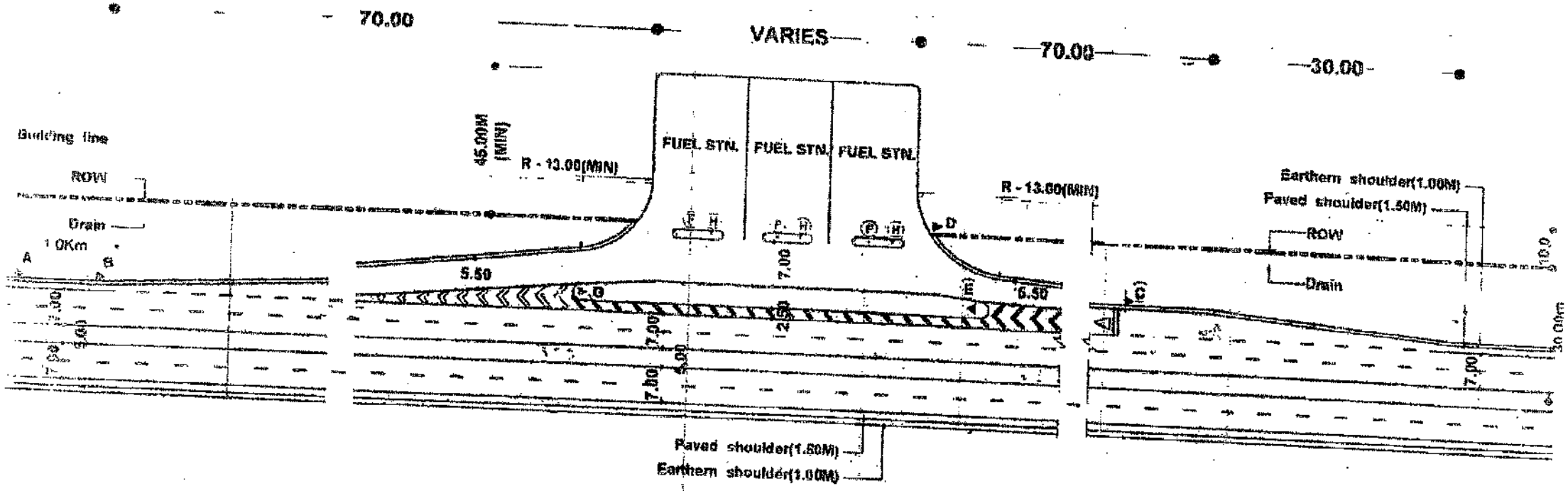


Fig.3 ACCESS TO FUEL STATION ON DIVIDED CARRIAGEWAY SECTION - Plain & Rolling Terrain(Rural)



(b) DETAILS OF LAYOUT (not to sc

NOTES :-

1. THE LAYOUT FOR ENTRY EXIT BUFFER STRIPS FUEL PUMPS AND BUILDINGS ETC SHOULD BE AS PER FIGURE-3.
2. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 150 MM GSB, 250 MM WMM, 50 MM DBM AND 30 MM BC.
3. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
4. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55.
5. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
6. THE SEPARATOR ISLAND AND BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
7. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.
8. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.

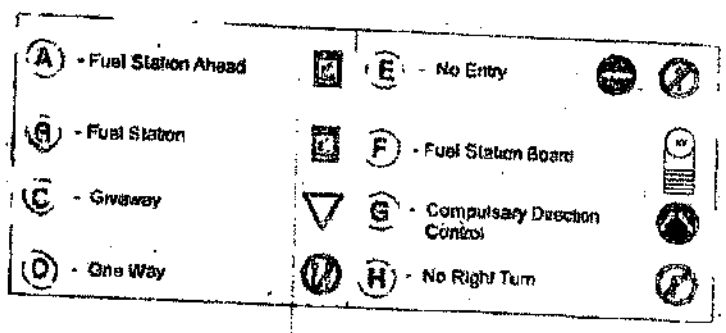
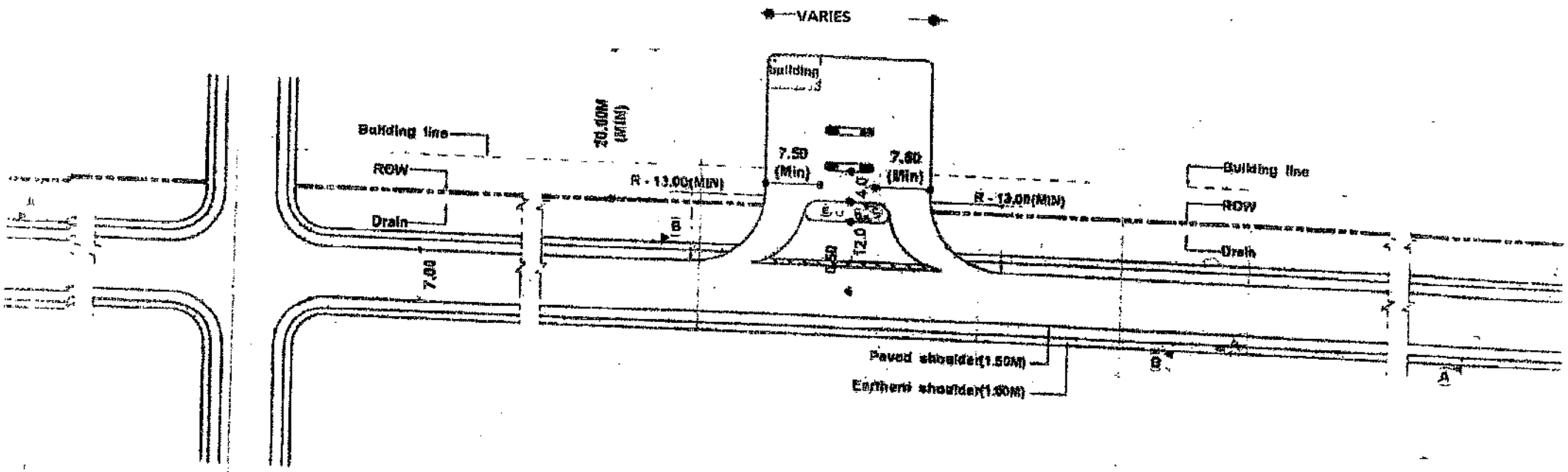


Fig-4 ACCESS TO FUEL STATION ON DIVIDED CARRIAGEWAY SECTION - Plain & Rolling Terrain(Rural)



(b) DETAILS OF LAYOUT (not to scale)

NOTES :-

1. DIS MINIMUM 300M WHEN INTERSECTING ROAD IS NH/SH/MDR AND IS MINIMUM 100M FOR OTHER ROADS.
2. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 200MM GSB, 250 MM WMM, 50 MM DBM AND 30 MM BC.
3. ALL PAVEMENT MARKINGS SHOULD BE AS PER LATEST IRC 35.
4. ALL TRAFFIC SIGNS SHOULD BE AS PER LATEST IRC 67 AND LATEST IRC SP-55.
5. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITION. ITS MINIMUM WIDTH SHOULD BE 3M.
6. THE BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH KERBS.
7. SLAB CULVERTS WITH GRATINGS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENTRY AND EXIT APPROACHES TO CATER TO THE EXPECTED DISCHARGE.
8. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED.

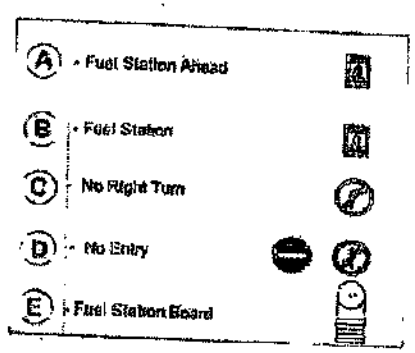


Fig.5 ACCESS TO FUEL STATION ON IN MOUNTAINOUS TERRAIN AND URBAN STRETCHES AND RURAL ROADS WHERE ACCELERATION AND DECELERATION LANES ARE NOT REQUIRED